

# Rotterdam Airport

The second largest airport of The Netherlands is more in development than ever before. In this Airport of the World we provide an overview of the most important facts and an analysis of the past and future developments.

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## History and Facts

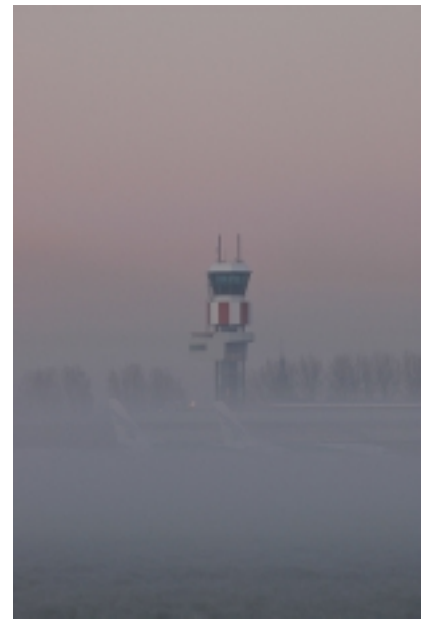
Location: Rotterdam Airport is situated between Rotterdam and The Hague, 8km (5 miles) northwest of Rotterdam city centre and 25km (16 miles) southeast of The Hague.

Country code: 31, Airport code: RTM. Opening hours: 07:00 till 23:00. This makes the airport interesting for the business traveller and the regional airlines catering them. The airport is 100% owned by the Schiphol Group but the management works autonomously. The vision of Rotterdam Airport is becoming the best business airport in Europe.

Rotterdam Airport has one runway (2270 metres) which is suitable for every type of aircraft to land and start (except a fully loaded 747). In 2003 almost 67,000 flight movements were

registered at Rotterdam Airport. This meant a passenger total of 726.287 people in which 419,192 of the scheduled flights and 166,582 of charter flights (see also table below). Due to the high growth rate of the low cost carrier Basiq Air at Rotterdam airport the numbers are expected to grow substantially in the year 2004.

Rotterdam Airport has one terminal which means that the majority of the airport facilities are easily accessible. The restaurant and promenade on the mezzanine are accessible by elevator. The restaurant has a very good view on the apron and is open to everyone. On the airport there is a KLM Jet Center which is specialised in luxurious flights with VIP treatment and fly with private or hired planes. There are also facilities to hire a



private plane or helicopter. The KLM Jet Center operates its own part of the apron, tank services and two hangars. Celebrities and delegations use Rotterdam Airport because of the lack of congestion and its close proximity to The Hague as well as Rotterdam centre.

At the end of 2002, after a period of uncertainty about the future of Rotterdam Airport an agreement was signed with the local authorities: the grounds of the airport have since been assigned for aviation purposes for 99 years. The uncertainties led to a low level of investments at the airport, although demand rose due to a strengthened positioning in its catchment area. Several companies are drawn towards Rotterdam airport; however they do not establish themselves on the airport grounds.

The most important airlines using Rotterdam Airport are Transavia with both charter and scheduled (Basiq Air) operations, and VLM Airlines a Belgium based company with an own station at the airport. VLM operates seven daily flights between Rotterdam Airport and London City Airport. The airline also serves Hamburg, Guernsey, Jersey, Manchester, and Liverpool via London from Rotterdam Airport. Flights to London Heathrow (KLM Cityhopper) and Graz (Welcome Air) are also available from the airport.



Rotterdam Airport ATC Tower  
Photo courtesy of Rotterdam Airport

## Development

The rise of low-cost airlines as well as regional operators allows more and more passengers to discover the advantages of flying from regional airports. Thanks to the agreement with local authorities guaranteeing the use of the grounds for the period to come, airlines are more eager to invest in expanding their operations at Rotterdam Airport. For instance, Transavia (100% subsidiary of KLM) expanded its Basiq Air activities at Rotterdam Airport. Three Boeing 737's are based at the airport in order to serve seven new routes starting summer 2004. In total nine destinations will be served from Rotterdam Airport in the summer 2004 timetable, which include Alicante, Berlin, Copenhagen, Dublin, Girona, Malaga, London Stansted, Oslo, and Stockholm. Basiq Air is a low-cost airline based on the market seeking model. This means that the airline not only offers low ticket prices and is constantly focussing on its operating cost level. It also focuses on the passenger mix on routes it serves. For example, Copenhagen is an interesting route for both business and leisure purposes. Based on the growth of Basiq Air, the airport has to invest in expanding the terminal capacity.



The airport terrain can also be further developed. At the moment there are several temporarily buildings housing various types of companies. Several studies on real estate development of at the airport site are conducted. The airport is working on a final plan to build new office space. Between now and twelve years the ambitious plan for a state of the art business park will be developed. This will not only be a boost for the airport expansion but also favourable for the regional development.



## Figures Rotterdam Airport

Movements	2003	2002	2001	2000	1999	1998	1997
<b>Line services</b>	10.372	14.034	14.983	19.481	17.421	16.930	18.679
<b>Holiday services</b>	1.466	1.316	1.600	1.011	1.072	776	1.093
<b>Ad hoc flights</b>	438	468	694	922	707	925	
<b>Freight flights</b>	125	62	376	450	438	227	173
<b>Taxi-/ Business</b>	5.384	5.387	5.740	6.561	6.129	6.053	6.156
<b>Instruction flights</b>	30.418	46.191	50.365	64.147	59.480	55.834	62.051
<b>Other traffic</b>	18.740	19.539	19.412	20.946	22.480	19.431	21.854
<b>Total</b>	66.943	86.997	93.170	113.518	107.727	100.176	110.006
<b>Passengers</b>							
<b>Line services</b>	419.192	430.204	502.811	501.975	430.845	378.673	374.625
<b>Holiday services</b>	166.582	153.054	194.139	122.067	123.253	96.837	94.839
<b>Ad hoc flights</b>	31.020	28.598	50.875	72.550	53.017	74.213	
<b>Other traffic</b>	19.023	17.430	18.667	22.629	20.823	22.432	31.865
<b>Transito</b>	90.470	77.174	60.397	56.760	43.447	32.783	30.239
<b>Total (incl. transito)</b>	726.287	706.460	826.889	775.981	671.385	604.938	531.568
<b>Freight / Mail</b>							
<b>Total freight (tonnes)</b>	229	285	565	789	1.602	2.563	2.035
<b>Total mail (kg)</b>	550	1	32	0	557	440	1.201

Source: Rotterdam Airport – [www.rotterdam-airport.nl](http://www.rotterdam-airport.nl)

## Future

It is for the future (successful) development of the airport, and its surrounding activities, very important that the current night ban is relaxed. It is for the airlines essential that an airplane can be utilize for as many hours possible. The ban on flights after 23:00 is an obstacle in connecting the Airport and the region with other important business centres in Europe. Although other airports have more congestion problems and there is always a certain risk for delays, late flights to Rotterdam Airport run a greater risk that the airplane is not allowed to land and instead has to choose for Amsterdam with all (economic and environmental) consequences.

Rotterdam Airport will develop into a modern and luxurious location for business development. Nowadays the airport income of the airside is no longer the most important part anymore. The non-aeronautical revenues are becoming more and more an important part of the total revenues generated by the airport. The real estate of Rotterdam Airport will be developed together with Schiphol real estate and several institutes of the

City of Rotterdam. Up to 200.000 m2 office and business locations will be built. The airport estimates that over 500 new jobs will be generated at the airport in the short term and even more in the future.

Now is the time for Rotterdam and its surrounding municipalities to realise how important the airport is in developing the local economy and the environment (economical, social and ecological). So that its surrounding will become a pleasure to live in with a great airport which provides in great routes with quiet planes!

More information can be found at [www.rotterdam-airprt.nl](http://www.rotterdam-airprt.nl)

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